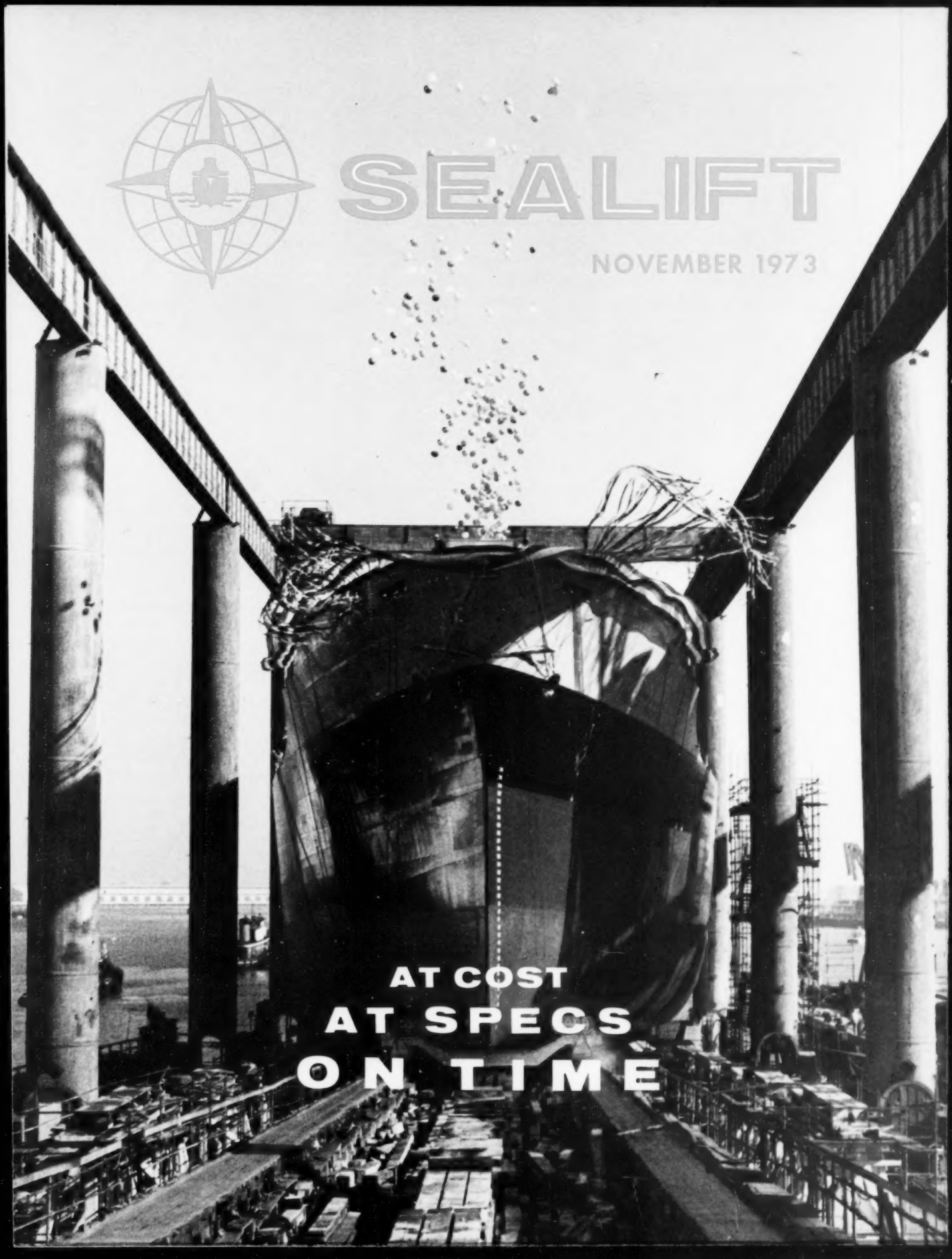
SEALIFT

NOVEMBER 1973



Red Letter Day

October 13, 1973 was a red letter day for Military Sealift Command—the date of the launching of the first of nine tankers being built by private investors for long-term Navy charter.

I was very much impressed by the ceremony which preceded the launching of USNS Sealift Pacific, and by the attitude of the workers who built the vessel at the Los Angeles division of Todd Shipyards. They were rightfully proud of that which they had created with their labors.

I think a brief summary of the remarks I made at the launching reflect my reaction to this giant stride toward modernization of the MSC controlled tanker fleet.

First, as a resident Californian, I indicated my appreciation of an opportunity to participate in a ceremony held under sunny California skies and in an obviously efficient shipyard which so well illustrates advances this country is making in marine technology.

I also noted that as a naval officer I welcomed the strengthening of U.S. seapower through construction of those nine tankers. They will provide flexibility and mobility for our military forces at a time when seapower is more important than ever before in its historical role of implementing and supporting national policy. New ships also create new jobs, in the yards and on the seas, thus further strengthening U.S. seapower.

As executive agent for the Secretary of the Navy, who is the Defense single manager for sealift, I am acutely aware that small, modern ships of this type are critically needed to supply ports which support our forces worldwide, and which are typified by shallow waters and limited ashore storage facilities for petroleum products. Small tankers such as Sealift Pacific are inherently more economical and efficient in meeting our needs, much more so than large tankers which must be unloaded offshore. We can do an even better job of meeting our requirements with these ships.

A source of great satisfaction to me, as a fellow taxpayer, is the fact that USNS Sealift Pacific is being built on time, at contract cost, and in accordance with established specifications. That is a tribute to each Todd shipyard worker and to the management team which helped put the complex financial and engineering package together.

And, finally, as commander of MSC, I used the opportunity given me to laud the efforts of MSC personnel who have made positive personal contributions to the development of the pioneering managerial-financial program which will culminate in construction and delivery of nine sorely needed handy-size tankers. Further utilization of leveraged leasing has already been a significant factor in the success of the maritime program of 1970—and promises to do even more in the future.

Throughout this difficult gestation period, our people displayed a spirit of innovation and determination—and demonstrated remarkable skill in overcoming complex obstacles that always seem to challenge those who blaze new trails. In the same sense, this ship is a tangible monument to those in American industry—labor, management and the financial community—who contributed in a similarly outstanding manner.

In summary, as I told those who gathered to watch the Sealift Pacific slide down the ways, the ship is living proof that American ships, American investors, American shipbuilders, and other members of the American maritime community can compete with any maritime nation.

The challenge now passes to those of you who will be operating and managing this and other newer ships MSC hopes to acquire. October 13, 1973 was indeed a red letter day. But, we can look forward to many others as we continue to use knowledge gained in this pioneering build and charter procurement action.

John D. Chase

Commander, Military Sealift Command

COVER: Amidst streaming banners and flying balloons, Sealift Pacific slides down the ways. Story on page 4.

SEALIFT

PUBLISHED BY THE UNITED STATES NAVY'S
MILITARY SEALIFT COMMAND

Vol. XXIII No. 11 Washington, D.C. November 1973

Features:

Sealift Pacific

Page 4

NCSORG report

Page 8

U.S. Lines

Page 16

Underway replenishment

Page 18

Other Features:

Education—page 15; Smart Ships—page 12; New ships for new military needs—page 20; Sealift Pacific Scenes—page 23.

REAR ADM. JOHN D. CHASE
Commander, Military Sealift Command

LARRY C. MANNING
Legislative and Public Affairs Officer

LOUIS R. GRANGER
Public Affairs Officer

JOSN HOWARD L. ROSENBERG
Editor

HENRY L. BALLOON
LYNN O'CONNOR
Graphics

RUSS EGNOR
Photo

ED NURENBERG
LINDA McDANIEL
Contributing Staff

Sealift, monthly magazine of the U.S. Navy's Military Sealift Command, is published in accordance with Department of the Navy Publications and Printing Regulations (NAVEXOS P-35). Opinions expressed are not necessarily those of the Navy Department. All original material may be reprinted providing credit is given Sealift. Address all pictures and correspondence to Legislative and Public Affairs Office, Military Sealift Command, Department of the Navy, Washington, D.C. 20390.

For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Price, 50 cents (single copy). Subscription price, $5.50 per year; 75 cents additional for foreign mailing.

October marked the launch of the first of nine new tankers for MSC as Sealift Pacific moved

"An investment in America" moved smoothly down the ways October 13 marking the successful beginning of a series of launchings that will put nine new tankers in the MSC chartered fleet.

The "investment" was the 25,000-deadweight-ton tanker USNS Sealift Pacific and was described so by Arthur I. Mendolia, Assistant Secretary of Defense for Installations and Logistics, who was the principal speaker at the launching at Todd Shipyards, Los Angeles division, San Pedro, Calif.

Second of the Sealift class tankers will be the Sealift Arabian Sea, scheduled for launching at Todd Jan. 26, 1974. Todd is constructing two others and five more are under way at Bath Iron Works, Bath, Maine.

Mr. Mendolia described his "investment" statement as a somewhat abstract idea. "It does not fill our lunch pails, finance the tuition costs of our children's education or enable us to buy the necessities of life."

"However, construction of this ship does fulfill such needs as well," he said, noting that each man in a production job requires the support of three others who provide the varied services he needs. Construction of the Sealift Pacific provided direct employment for 1,200 persons and indirect employment for 3,600 more, he explained.

"Construction of the diesel engines for this ship by Fairbanks Morse has created a similar ripple effect as far away as Beloit, Wisc.—where the diesels are manufactured," Mr. Mendolia said.

The new tankers, he said, will allow the lay-up of World War II vessels. And, because of their shallow draft, they will be able to get into the type of ports that typically serve Navy, Marine Corps, Air Force and Army units. "Their relatively small size also makes them economically advantageous in ports where ashore storage facilities are limited."

Mr. Mendolia described another advantage—stemming from the traditional defense reliance on merchant ships. "The revenue which is derived from the lease of privately owned ships to the Government provides a steady flow of funds to the maritime industry."

"Today, we face a reality, the product of several years of cooperative effort among several Federal agencies, the

(Continued on Page 6)

CHRISTENING: Under the watchful eyes of Arthur I. Mendolia and Rear Adm. John D. Chase, Mrs. Mendolia swings a bottle of champagne to christen USNS Sealift Pacific.

One man's view

by
Lt. Donald Curran Jr.

USNS Sealift Pacific, the first of nine handy size tankers being built for charter to MSC, was launched on October 13 at San Pedro, Calif.

The occasion was marked by flying banners, bands and a platform of distinguished speakers headed by Arthur I. Mendolia, Assistant Secretary of Defense for Installations and Logistics, who was the principal speaker.

The festivities were blessed with an unusually clear day and a brilliant sun gave its approval to the ceremonies taking place below. If you've never been to a launching you're missing a real thrill. There's nothing else quite like it in the world.

The ship sat majestically on the ways, awaiting the moment of christening and its first saltwater bath. Mrs. Mendolia, sponsor of the ship, took a firm hold on the traditional bottle of champagne and aimed for the bow. Everything went according to the script as the bottle found its mark and gave the appearance of starting the ship in motion. Seemingly without a sound the huge vessel began to slide slowly down the ways picking up speed and gaining momentum with every inch travelled.

At just the right moment, the streamers suspended from the bow of the ship were unfurled and hundreds of gaily colored balloons shot skyward. As if to signal a new birth, the ship's whistle gave out with a roar as it began its journey seaward.

Then, with a thundering crash, USNS Sealift Pacific met the water and the crowds watching the spectacle literally went wild. For those who built the ship from the keel up this was certainly a proud day, and, if decibels have any correlation to joy, this was one of the happiest crowds ever assembled.

Lt. Curran is Navy aide to Rear Adm. John D. Chase, MSC commander.

I christen thee

by
Louis Granger

"In the name of the United States I christen thee Sealift Pacific."

With those words and the smashing of a champagne bottle over the new tanker's bow, Mrs. Arthur I. Mendolia, ship sponsor, performed a ritual dating back thousands of years before the birth of Christ.

Mrs. Mendolia is the wife of the Assistant Secretary of Defense for Installations and Logistics who was the main speaker at the October 13 launching at Todd Shipyards Corp., San Pedro, Calif.

The christening ceremony of Military Sealift Command's first of nine 25,000-deadweight-ton tankers is a practice as common today as it was in the ancient world—with a few exceptions.

The history of ship christening goes back thousands of years to solemn and often inhuman religious rituals meant to appease the gods and insure safe voyages for the ships and their crews, even at the expense of human sacrifices.

Although today's ceremonies are a mixture of officiality and good cheer, Fijians and Samoans

(Continued on Page 7)

Down the ways

(Continued from Page 4)

owners of these ships, and the shipyards in which they were built," he said.

Other speakers at the launching included: Rear Adm. John D. Chase, MSC commander; Jerome Shelby, senior vice president, Marine Transportation Lines, Inc.; T. M. Thompson, chairman, General American Transportation Corp., and J. T. Gilbride, president, Todd Shipyards Corp.

Admiral Chase lauded Todd Shipyards which, he said, "so well illustrates advances this country is making in marine technology," adding that the USNS Sealift Pacific was "built on time, at contract cost, and in accordance with specifications."

He also praised the efforts of MSC personnel in pioneering the managerial-financial program that will culminate with the delivery of the last of the nine tankers in December 1974.

Mr. Shelby explained the monetary arrangement necessary to raise the approximately $160 million required to finance the construction of the tankers. Commercial shipping and financial companies formed a consortium to pool their resources, and bonds were sold to raise the money. He said the arrangement to have private interests provide funds, management, and shipbuilding capability, and then have the Government lease the vessels, has great potential for future ship construction.

Mr. Thompson noted the need for more merchant ships and their part in national defense.

Mr. Gilbride said Todd's Los Angeles division was expanding its operations to meet the shipbuilding challenges of the future. He also praised all the persons involved in the Sealift Pacific construction effort.

The tanker was christened by Mrs. Mendolia, assisted by her daughter, Mrs. David Glyn Marshall. The official welcome and introduction were by Carl M. Lippincott, general manager of Todd's Los Angeles Division. Launching prayer was by Chaplain/Lt. Thomas A. Schultz, Long Beach Naval Station.

Dimensions of the Sealift Pacific and her sister ships are 587 feet overall length, an 84 feet beam and 34½ feet draft. Each will carry 220,000 barrels of cargo over a range of 12,000 nautical miles at 16 knots.

Propelled by two medium speed diesel engines, each vessel is driven by a single screw operated and controlled from an automated engine room. Each will have a civilian crew of 26 plus two maritime academy cadets. □

WITH BANNERS STREAMING: Sealift Pacific moves down the ways.

IN THE WATER: Tugs move Sealift Pacific to her berth after the launching.

Christening (Continued from Page 5)

used to make human sacrifices to their shark deities. In Tahiti the custom was to use humans as rollers on which to launch a ship. This was similar to the ancient Norse habit of tying human victims to the launching rollers. This ceremony was known as "hlunrod" or roller-reddening.

It is no wonder that ancient ocean travelers had some sort of ceremony before facing the unknown perils of the vast and trackless sea. They put their faith not only in a stout ship, but in an unseen guiding spirit. To men of the sea, ships are not cold, inanimate objects, but close associates with individual personalities and thus need names.

A concise record of the evolution of launching ceremonies apparently has not been written. There is, however, enough evidence to show a sequence of events.

The ancient practice of offering human sacrifices at launchings had changed by the Middle Ages when ships were named after saints and no craft was sent to sea without its shrine and idols.

When French King Louis IX sailed for the Holy Land in 1248 each of his ships had an altar and a priestly entourage. The altars were placed in the "poop" deck, the highest rear deck of the ship. The name "poop" comes from the Latin "puppis," the name that used to be given to the honored after-deck where "pupi," or small statues of deities, were enshrined.

In 1488 Henry VII attended the launching of the Sovereign amid much religious pomp by the Church of Rome.

With the coming of the Reformation, however, the Church of Rome no longer took part in such ceremonies although the pomp remained. At the launching of the British ship Prince Royal in 1610, master shipwright Phineas Pette wrote, "The noble Prince (Henry), himself, accompanied with the Lord Admiral and the great lords, were on the poop, where the standing great gilt cup was ready filled with wine to name the ship so soon as she had been afloat, according to ancient ceremony performed at such times, and heaving the standing cup overboard. His Highness then standing on the poop with a selected company only, besides the trumpeters, with a great deal of expression and princely joy, and with the ceremony of drinking in the standing cup, threw all the wine forwards towards the half-deck, and solemnly calling her by the name of the Prince Royal, the trumpets sounding the while, with many gracious words to me, gave the standing cup into my hands."

In late 19th century England great religious ceremonies were revived at launchings. The Queen of England originated a religious service at the launching of the Alexandria in 1875. It included a full choral service, Bible readings and a special prayer followed by a civil ceremony in which a bottle of wine was smashed across the bow after a sponsor had named her.

To a degree the United States in its early days kept some English pomp and tradition in launching ceremonies although they had no religious significance.

It was not until 1819 that Congress passed the first law on the subject of naming naval ships. The bill directed the Navy to give names of states to first class ships and names of rivers for second class vessels. Principal cities and towns were sources of names for third rate ships. Since then battleships have been given names of the states but there are more than 125 other types of ships whose name sources are not defined by law.

The first U.S. ship to be christened was the frigate Constitution in 1797. After two unsuccessful attempts to get her to move down the ways after bottles of water were smashed over her bow, Capt. James Sever christened her with a bottle of fine Madeira wine and she was successfully launched.

Another reluctant lady was the Michigan, the nation's first iron hulled ship. It was a cold and blustery day on Dec. 5, 1843 when a group of spectators waited anxiously to see whether an iron ship would float. At the signal for launching the Michigan started to move and suddenly stopped. After futile attempts to get her in the water, everyone finally went home. Before dawn the next day the workmen returned to their task, but the ship was gone. Apparently shy, she had safely launched herself in the night.

The traditional use of wine in christening ceremonies took a "dry" turn in the early 1900s under the influence of the Women's Christian Temperance Union and again in the 1930s during prohibition.

In 1930 Mrs. Herbert Hoover blended water from various seas to christen the liner President Hoover and in 1933 she used grape juice for the christening of the aircraft carrier Ranger.

To launch a ship on Friday or to put her in the water without a proper christening is sure to bring bad luck, according to maritime superstitions. A Grand Banks fisherman once launched a boat "dry" and before the year was out she had run aground twice, "stove her stem in, busted her garboards, and broke her rudder off." She was promptly hauled out for repairs and a christening. □

In the event of war or national emergency, Naval Control Of Shipping Organization is

There to show the way

by
Howard Rosenberg

The depression that began with the stock market crash in 1929 virtually destroyed all efforts in the United States to rebuild a declining merchant marine. It appeared that the maritime industry, as well as the economic state of the country, was headed for a downward spiral that seemingly might never be stopped. Harbingers of doom cited the decrease in freight rates, idle ships in idle ports, no new shipbuilding, status quo of seamen's wages while other wages rose and the many shipping lines that went bankrupt.

They were wrong. The spiral was stopped by the Merchant Marine Act of 1936, or the "Magna Carta of the Merchant Marine." The act formed the United States Maritime Commission and delineated national policy designed to provide and maintain a viable merchant marine.

The program was still in its infancy when the world was again at war. The Japanese attack on Pearl Harbor on December 7, 1941, plunged the United States into a war for which it was logistically unprepared.

Although the country was in a vastly superior state of readiness than it was in World War I, it was still unable to immediately handle the tremendous problems of ocean transportation that arose.

The first few months of World War II were filled with lessons learned the hard way for the merchant marine. Thousands of tons of cargo and many brave mariners went to the bottom of the sea at the hands of German U-boats and Japanese aviators. The Navy education on how to move supply convoys safely was gained quickly, of necessity. But, the ill-prepared merchant marine and Navy ships paid a heavy cost for their newly-acquired knowledge. The British were of great help because of their two years of experience in moving supplies by sea, ever wary of death that could come from a torpedo tube or from the sky.

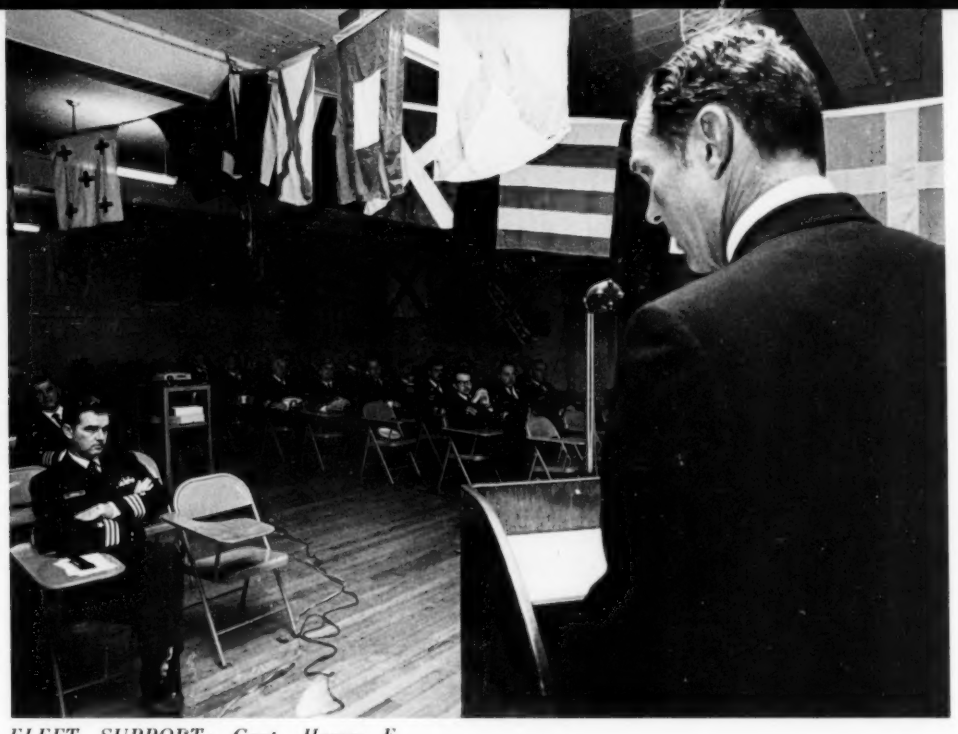
So that a similar price would not have to be paid in future wars, the Navy formed the Naval Control of Shipping Organization (NCSORG) in July of 1950. Since that time, NCSORG has been dedicated to accomplishing its mission: "To provide for the safety of the movements of merchant ships in time of war or national emergency; and, in peacetime, to prepare for executing that mission."

Naval Control of Shipping is a worldwide organization that is skeletally staffed in peacetime and under the direct control of Chief of Naval Operations Admiral Elmo R. Zumwalt. Rear Adm. John D. Chase, commander of Military Sealift Command, is the assistant to CNO for NCSORG matters. In that capacity, he is responsible for insuring results in NCSORG operations. His command of MSC and NCSORG are separate functions, but, are related, due to the close association both commands have with the merchant marine.

By definition, for the purposes of NCSORG, the term "control of shipping" includes supervision of movement of merchant ships at sea, such as forming convoys, routing, reporting and diverting both convoys and individual vessels. It does not include control over general employment, harbor movements, loading and unloading and other functions controlled by civil agencies. It also does not include control over where the ships ultimately go. Destination and use of the ships are responsibilities of naval commanders. NCSORG is primarily concerned with how ships get where they are going with the least difficulty and the greatest degree of safety.

The organization accomplishes its tasks through an intricate system of ship routing and reporting. There are many NCSORG offices throughout the world staffed by naval control of shipping officers, naval control of shipping liaison officers, reporting officers and, where there are no Navy commands, by consular shipping advisors. Except for a handfull of fulltime officers, all NCSORG officers perform their peacetime duties on a collateral basis in addition to their normal routine.

In peacetime, the NCSORG offices report arrivals and departures of free-world merchant shipping directly to the commander-in-chiefs of Pacific and Atlantic fleets and to their respective operational control authorities. These reports comprise one of many inputs into the Navy's worldwide ocean surveillance program. Any action on



FLEET SUPPORT: Capt. Henry E. Phelps, director of MSC fleet support programs, explains the latest phases of Charger Log to a group of NCSORG and MSC reservists.

NCSORG is referred to Admiral Chase who consults with his NCSORG division, headed by Cmdr. Charles E. Axthelm, where both operational recommendations and decisions are made.

The United States Naval Control of Shipping Organization could not be effectively activated without calling up the Naval Reservists trained to fulfill NCSORG duties. These reservists would take over operation of the organization completely in the event of a war or national emergency. All offices of the NCSORG would be expanded by reservists ready to fulfill their functions without the slightest delay.

Presently, there are approximately 31 NCSORG reserve divisions and six companies manned by some 535 paid officers and about 250 non-paid officers. In the event of national emergency or war, all are assigned mobilization billets for which they are specifically trained through their reserve duty. They are assigned to the staffs of convoy commodores, to NCSORG offices in U.S. ports, as well as ports in many foreign countries.

Last October, NCSORG reserve officers participated in a NATO exercise called Seamist, during which they operated offices they would man in wartime or emergency and routed and reported on convoys. All ships moved only on paper, but the exercise was "an invaluable lesson in what they would have to do if a state of war or emergency existed," said Commander Axthelm who observed the reservists at the port of New York.

Why would a naval officer want to participate in a program like NCSORG reserve? According to Cmdr. Thomas C. Groce, the reserve coordinator at MSC, "The training is very interesting and NCSORG has probably the most effective training program in the naval reserve. There is a definite training curriculum and specific goals."

Many NCSORG reservists hold jobs in the maritime industry, from posts in the Maritime Administration down to port officers in nearly every port in the country.

"In times of national emergency or war, they help promote a smoother interface between the military and the maritime industry," Commander Groce continued.

Then why do so many participate without pay– "The reasoning is essentially the same," said Commander Groce. "These dedicated officers realize the Navy could hardly afford to pay for all the talent, expertise and the ready source of professionalism found in NCSORG officers who already are members of the maritime industry."

In the event of a war, it seems that the Navy and the merchant marine will never have to buy time while men are trained to do a needed job—for NCSORG units now exist and are fully manned with people who know what must be done and how to do it. □

Exercise Seamist

Seamist, a NATO–NCSORG command post exercise, "involved NCSORG people covering a quarter of the globe," said Cmdr. Charles E. Axthelm, head of the NCSORG division at MSC headquarters.

"They were stationed in the Carribean, Western Atlantic and Eastern Atlantic areas."

Commander Axthelm was on hand at the port of New York to observe progress of the two-week exercise in October.

Representatives from the Maritime Administration, National Marine Fisheries Service, the Coast Guard, the Canadian Military forces and England's Royal Navy were involved in planning convoys and routing ships along with the NCSORG officers.

Seamist exercised national and military commands and civilian agencies concerned with the control and protection of NATO merchant shipping and fishing vessels.

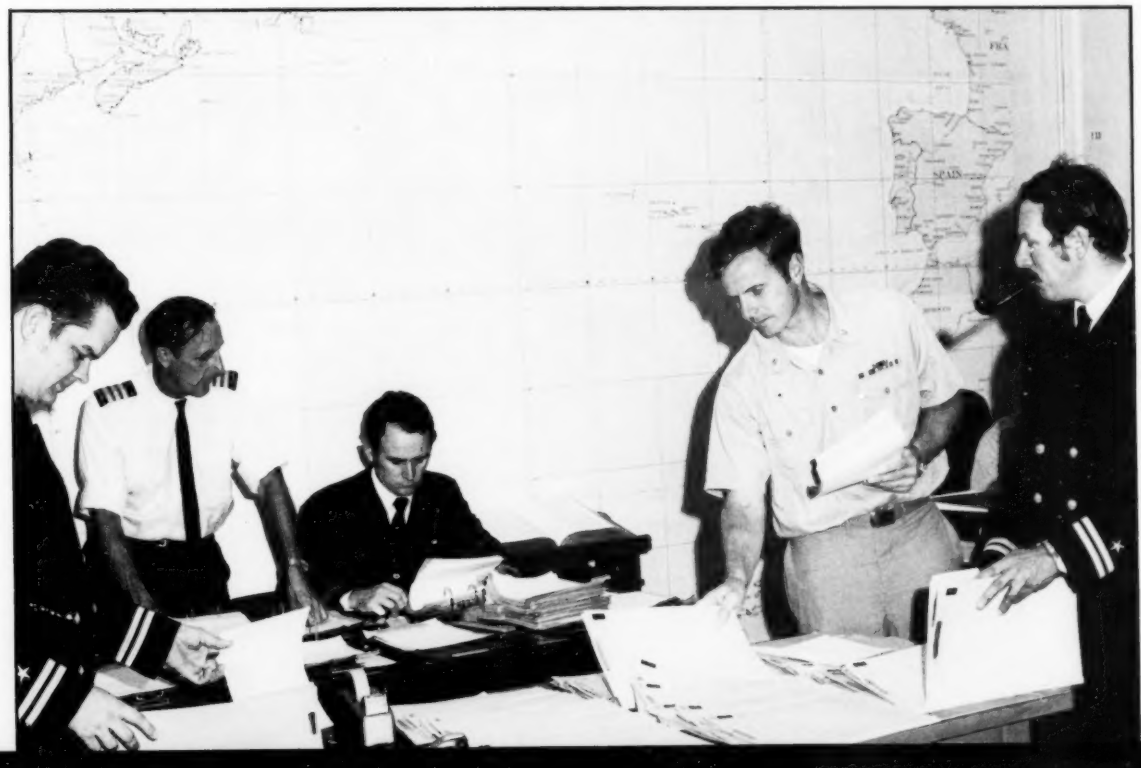
In New York, staffs of two offices were expanded for the exercise, the Naval Control of Shipping Office in New York, and the office of the commander of Eastern Sea Frontier headed by Vice Adm. Harry L. Harty, Jr. who is an operating control authority. Admiral Harty's deputy is Rear Adm. William M. Pugh, who serves on a collateral basis in addition to being commander of Military Sealft Command, Atlantic, and commander of the Third Naval District.

Success of the exercise will not be completely known until an evaluation is completed this month. However, "the NCSORG people I observed were quite efficient and highly effective," said Commander Axthelm.

REPORTING: Lt. Cmdr. Clifford Kindall of the Royal Navy briefs Rear Adm. William M. Pugh.

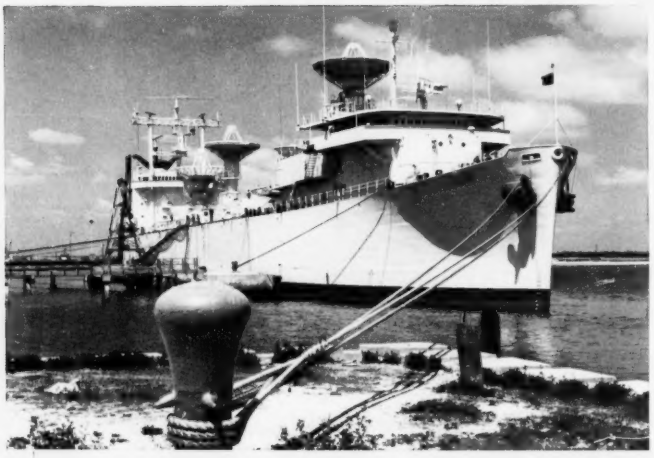
GULF: Lt. Steven Bain briefs Admiral Pugh on port conditions.

DISCUSSION: Personnel on the staff of the operating control authority for Eastern Atlantic Sea Frontier discuss convoy routings.



Smart

USNS Vanguard



The blue and gold MSC "E" for excellence pennant will fly from the starboard bridge wings of six MSC government owned ships for the next 12 months. Rear Adm. John D. Chase, MSC commander, recently announced the Smart Ship Award winners for Fiscal Year 1973.

The annual command awards honor ships and crews for outstanding reliability, safety and material programs, and excellent ratings on their annual inspections.

Winning for the first time this year is USNS Chauvenet, which was skippered by William H. Cunningham and B. Hosey. Another first-time winner is USNS Pvt. Leonard C. Brostrom under Robert O. Pyle and Donald G. Crane.

Earning the honor for a second time were USNS Sgt. Andrew Miller, commanded by Captains James M. Russell, Richard H. Wilkenson, Carroll O. Moon, Raymond L. Zemmerling, and James O. Barrett, and USNS Vanguard. Captains Constantine J. Camalich, Duncan S. Baker, and John J. Cullen were Vanguard masters during the award-winning period.

A third award went to USNS O'Brien with Anthony Massa, and Jerome H. Blythe as her masters. USNS Furman under Captains James O. Barrett, Lloyd S. Larson, Robert A. Wilson, and Karl E. Rosenblad continued to set

USNS Sgt. Andrew W. Miller

USNS Chauvenet

Ships

an example for all MSC ships, winning a Smart Ship award for a sixth time.

Seven factors are considered in selecting the Smart Ships: formal administrative inspections, supply inspections, disbursing audits, material inspections, safety programs, damage control programs, and overall reliability. Each factor has an assigned weight with the administrative inspection counting most heavily.

Each Smart Ship has received a plaque for permanent display and is entitled to fly the "E" pennant while in port. Ships may also paint a white "E" on the port and starboard bridge wings.

Not only were congratulatory messages sent to the masters and Smart Ship crews by Admiral Chase and area commanders, but Chief of Naval Operations Elmo R. Zumwalt Jr. wired the following:

"Crews of USNS ships over the years have earned the respect and appreciation of the Department of Defense in general, and the Navy in particular. Continuously in the front line of logistics support, your dedicated responsiveness in sealift movements have assured continued effective military mission performance in many difficult situations. The recognition represented by these awards singles you out as the finest of a fleet long known for its excellence. Well done."

USNS Col. William J. O'Brien

USNS Furman

USNS Pvt. Leonard C. Brostrom

USNS Schuyler Otis Bland

The Gano trophy

The Vice Admiral Roy A. Gano Trophy, established in 1972 in honor of a former MSC commander, has been awarded to the USNS Schuyler Otis Bland and the USNS Pvt. Francis X. McGraw. Both are cargo ships with the Bland under the operational control of MSC, Pacific, and the McGraw, MSC, Atlantic.

Gano trophy winners are ships selected by MSC area commanders which have shown the greatest improvement in command inspection scores during the past fiscal year.

USNS McGraw was skippered by Captains Carroll E. Buras and George H. Violante during the past year. This is the second time Captain Violante has been master of a Gano award winning ship. He commanded USNS Lynch when Lynch was singled out for the honor in 1972. Captain Harold A. Slusher has been master of USNS Bland since August 1971.

Admiral Gano commanded MSC from 1959 until his retirement from the Navy in 1964 after 38 years of service. Following his retirement, he served as president of United Seamen's Service and fought successfully for legislation which would provide military support for the United Seamen's Service Centers which serve American merchant mariners throughout the world.

USNS Pvt. Francis X. McGraw

Old seadogs and new tricks

by Ed Nurenberg

"Education is the best provision for old age . . ."
Aristotle

Medical science indicates that as man ages most of his senses and organs tend to decline, functioning more slowly than in the prime of his life. Eyesight, for instance, of 20-year-olds is generally sharper than that of senior citizens.

But, there is one trait—at least—which doesn't drastically decline as the years take their toll of the human body, man's ability to learn.

Old dogs can indeed be taught new tricks, absorb new ideas and continue to profit from their experiences. Today, when society places more emphasis than ever before upon academic credentials and diverse knowledge, education should be a top priority on every man's "things-I-must-do" list.

Everyone knows someone who did something to improve his education in off duty hours. Some have earned high school diplomas and others have accumulated college credits—all helping equip them for a good job in another field.

Military Sealift Command encourages both sea-going and shoreside employees to take advantage of educational and training opportunities as a means of advancing in their particular field. MSC civilians can enroll in Navy correspondence courses—plus those offered by the Army, Air Force and Marine Corps. MSC also pays for job related courses at colleges and universities, commercial and union schools and for correspondence programs.

For example, John Doe, an ordinary seaman aboard the USNS Comet, decides that the Navy's enlisted correspondence course for quartermaster might help him advance to able bodied seaman. He contacts the ship's first officer who is responsible for training. The first officer assists Doe with the proper application, in this case a NAVPERS Form 1550/4. The form is then submitted via the Comet's master and the area command to the Naval Correspondence Course Center at Scotia, N.Y.

In a few weeks Ordinary Seaman Doe is spending some of his evenings at sea in the crew's lounge with a quartermaster study guide and multiple choice question and answer sheets. Procedure is the same for extension courses and studies offered by the Air Force's Extension Course Institution located at Montgomery, Ala. Civilians ashore contact the command training director to enroll for similar courses.

On February 27, 1973 MSC published command instruction 12410.11 which liberalized previous training policy. It lists criteria to qualify civilian marine personnel for higher unlicensed ratings and for original and higher licenses for officers.

"It's command policy to provide training and help career development, for advancement of ratings in all departments, from entry ratings up to master," said Maurice Foreman, MSC headquarters training director.

"Formerly, it was up to the employee to secure upgrading training and it was usually accomplished on his own time and at his own expense. Now, MSC provides tuition reimbursement, subsistence and quarters allowances where required. Men also are given time off to take the U.S. Coast Guard examinations. The area commanders have been delegated authority to approve payment of tuition costs for training at non-Federal schools, including maritime union schools, and even to waive advance approval requirements in some cases."

The National University Extension Assn. in Washington, D.C. is the best place to get information on the thousands of college, university, and correspondence courses which are offered. Some institutions require that students spend at least one semester on campus to earn a college degree. Others do not. Students can work on these courses at their own speed and study subjects ranging from English literature to psychology. For example, a correspondence course in marine navigation is offered by the University of Tennessee. This would be considered "job related" for mariners in the deck department of a USNS ship, and MSC would pay tuition costs for such a course.

"There are many ways to better education, and a better paying job" says Foreman. "All begin with a visit to the ship's first officer or command training director. From that point on, it's up to the individual."

Like most investments which pay a future return, the payoff depends to a great extent upon the amount of the investment, whether it be in dollars or in hours of study and classroom work.

Just as money invested over a period of time is bound to grow, the hours spent in obtaining a better education help the investor grow—as a skilled technician, manager, leader and human being. □

Not content with being the oldest, United States Lines meets challenges of the 20th century as it celebrates

100 years of progress

by
Linda McDaniel

"We are very proud of our history, but we are not content with just being the oldest," said Edward J. Heine, Jr., president of United States Lines, of the company's 100th anniversary this year. A review of the company's history reveals that this may have been a motto of the U.S. Lines from the beginning.

Founder Clement A. Griscom was a farsighted Philadelphia businessman who realized the lucrative business potential of establishing American commerce on the oceans of the world. The company was formed in 1873 and called American Steamship Co. Better known as the American Line, it was organized to provide steamer service between Philadelphia and Liverpool, England.

The company's fleet consisted of four iron steamers—the only iron ships providing American-flag service on the East Coast to Europe trade routes at that time. The Pennsylvania, Ohio, Indiana and Illinois, custom built in Cramp's Shipyard in Philadelphia, were equipped with life rafts and the first compound engines built in the United States. Now routine, the compound engines incorporated both high and low pressure turbines plus a reverse turbine. They allowed maximum use of available steam pressure and thus increased ship efficiency.

In 1892 the original quartet of ships was joined on the North Atlantic run by two luxury liners, City of New York and the City of Paris. They were constructed in 1888 in Scotland and their twin-screw propulsion plants allowed the ships to reduce the Atlantic crossing time to six days, setting a record, and signaling the end of the sail as an auxiliary power system.

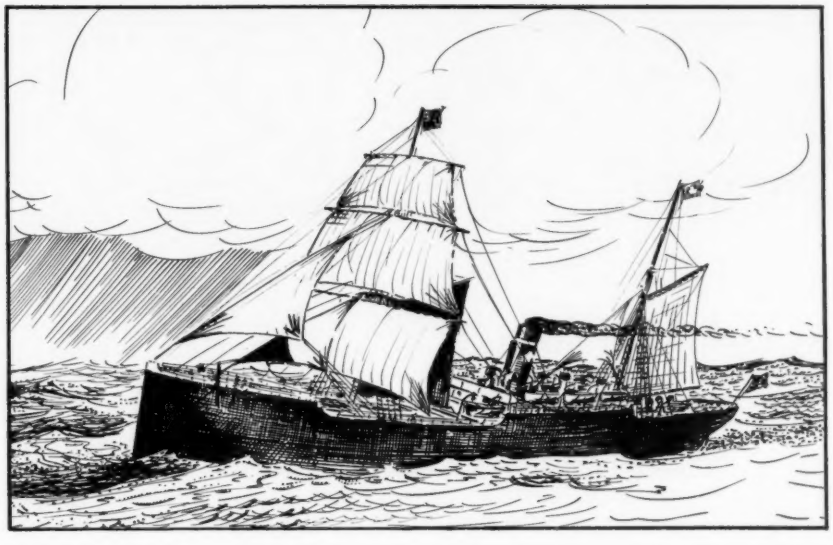
When a special act of Congress in 1893 admitted the luxury liners into American registry, their names were shortened to New York and Paris.

American Line continued to expand its fleet, purchasing the St. Louis and the St. Paul, in the 1890s. The St. Louis, first to be launched, was christened in 1894 by Mrs. Grover Cleveland. With acquisition of these ships, American Line could boast that they operated the first American-built luxury liners since the famous Collins liners of the 1850s. And, the two ships were to be the last American-built transatlantic passenger liners for almost 40 years.

The original fleet, consisting of the Pennsylvania, Ohio, Indiana and Illinois, was sold to Pacific coast interests in 1897 and continued to render many years of service to the new owners. Last of the original fleet, the Illinois, was scrapped in 1928.

The four remaining American Line ships were used in both the Spanish American War and World War I, serving as scout cruisers and transports. The support these

MAJESTIC LADY: The SS United States, once America's finest liner, plows her way through the Atlantic prior to her lay-up in 1969. Built by U.S. Lines in 1952, she set Atlantic speed records that have yet to be broken.



BEGINNING: This sketch is of the SS Pennsylvania, American Line's first ship, which made her maiden voyage in 1873.

ships provided during the conflicts illustrated the importance of having a strong American merchant marine.

At the start of World War II, American Line was operating both passenger and cargo operations on worldwide routes.

In 1943 the name was changed to United States Lines at a time when company ships and people were again involved in a war effort. From 1942 to 1945 Major Gen. John M. Franklin, then president of United States Lines, served as assistant United States chief of transportation and director of water transportation. Two United States Lines ships, the Washington and America, carried more than a million passengers, mostly troops, during the war.

With World War II over, United States Lines found itself in a predicament. The company had established worldwide routes, but had no ships to provide service due to heavy losses inflicted by enemy submarines. The company refurbished the SS America for North Atlantic passenger service and bought 32 C–2 freight vessels. Many of the naval auxiliary vessels were converted to freighters.

In 1952 United States Lines wrote a new chapter in maritime history with the launching of the super-liner, United States, the company's last passenger ship. A symbol of the company and nation she represented, the SS United States set many records for safety and performance before ending her seagoing career in 1969.

United States Lines purchased nine Mariner class vessels in 1956 and 1957 to modernize its East Coast to Far East service. A few years later, the company introduced modern Challenger class cargo vessels on the North Atlantic routes. Sailing at speeds in excess of 21 knots, they shortened the transit times of previous vessels by as much as three days.

The company began its transition to container delivery in 1965. Within a few years, the company had produced a fleet of 16 modern container liners that surpassed capabilities of any fleet in the world. During the company's conversion to containerization, Military Sealift Command, for several years, had its entire Challenger class breakbulk fleet under charter. The 14 ships moved cargo to Vietnam during the height of the conflict.

In a recent letter of congratulations to company president Heine, Rear Adm. John D. Chase, MSC commander, said, "The outstanding service, cooperation, and spirit of innovation which have been hallmarks of United States Lines, also have been integral elements of Defense Department sealift capability. Ships chartered by U.S. Lines to MSC have been important links in the supply line extending from the factories, fields, and military bases of this nation to Southeast Asia."

Since converting to containerization, the company has completely retooled and revitalized its facilities, established modern terminals around the globe and begun a full-chassis container operation. Conversion to containerized movement of cargo has enabled the company to operate competitively without help of Maritime Administration operating differential subsidies for its ships.

United States Lines has established new ports of call at Long Beach, Calif., and Guam. Recently, the company beefed up its European services by providing express service direct from Savannah, Ga., to Europe, and from Le Havre, France to the United States.

The key to United States Lines' steady growth from a company operating four ships to a major world shipping line has been its continual addition of new ships and services backed by effective management. And, if history does indeed repeat itself, United States Lines can look forward to another 100 years of successful operation.

□

More and more fleet ships are calling on MSC for underway replenishments.

"Fill 'er up"

by
Howard Rosenberg

FILL 'ER UP: Falcon Princess pumped 158,000 gallons of Navy distillate to the USS Blue Ridge.

Every month it seems that the reserve fleet, or the scrap metal heap, claims a few more vintage ships. The once thick register of active Navy ships grows thinner all the time. As Service Force ships such as fleet oilers, tugs, and salvage ships, become fewer, the Navy looks more and more to Military Sealift Command to perform underway replenishments of Navy combatant ships. MSC is changing also. As worldwide military sealift requirements decline, the command's fleet support missions have expanded.

Last August marked the first time in recent years a Seventh Fleet amphibious ship refueled from a civilian-owned tanker. The USS Blue Ridge, an amphibious command and control ship, took on some 158,000 gallons of Navy distillate fuel from the Falcon Princess, a commercial ship under charter to Military Sealift Command.

MSC ships refueling Navy combatants is not a new idea. USNS Taluga, operating with the Seventh Fleet in the Western Pacific, has performed 300-plus underway replenishments or unreps in the past year. However, Taluga is government owned and is operated by MSC civilian employees. Falcon Princess is chartered and crewed by men who haven't been specifically trained to perform unreps with Navy ships as Taluga's Civil Service crewmen have.

The underway replenishments are all part of an ongoing program being conducted by Navy to develop greater capability in use of MSC and chartered tankers in support of fleet operations. The program is known as Charger Log.

In early October, USNS Saugatuck supplied the USS Caloosahatchee with 50,000 barrels of Navy distillate. Beginning in foggy weather, the unrep in the Atlantic was successful in all respects. In a message to the master and crew of Saugatuck, Vice Adm. John G. Finneran, commander of the Second Fleet, said, "The outstanding ship handling and seamanship of the Saugatuck contributed to the success of NATO exercise Swift Move."

Blue Ridge also received kudos for her role in the successful unrep by Falcon Princess.

Vice Adm. George P. Steele, commander of the Seventh Fleet, noted Blue Ridge's success saying, "Your initiative

has enhanced the Seventh Fleet's capability to utilize all available underway replenishment sources effectively."

"Using available resources is what it's all about," said Rear Adm. John D. Chase, commander of Military Sealift Command. Admiral Chase pointed out that lower cost, typified by man hours expended, is a major benefit in employing a commercial tanker. It takes only 24 men to keep the Falcon Princess at sea for extended periods of time. To keep a fleet oiler out for the same length of time constantly servicing fleet units would require hundreds of men since combatant ships are manned to meet combat needs.

"Limiting the need to withdraw Navy oilers from normal fleet operating areas is one of the reasons for using commercial tankers," he said. Admiral Chase cabled Falcon Tankers Inc. to laud the Falcon Princess' "professionalism" in helping make the operation a complete success.

Admiral Chase also thanked Capt. John D. Butler, the commanding officer of Blue Ridge, for his contribution to another success in the Charger Log program.

The meeting of the two ships was not without problems. In the 72 hours prior to the rendezvous, the ships were only in contact with each other once to trade position reports. It took some careful plotting and navigating by both crews to get to the rendezvous point at the same time.

After 93 per cent of the fuel capacity of Blue Ridge had been filled, the two ships were forced to disengage the lines because a lightly-laden Japanese super-tanker was on a collision course with the two vessels. An emergency breakaway was conducted without incident and the crews watched as the Japanese tanker changed course, making the maneuver a matter of practice more than anything else.

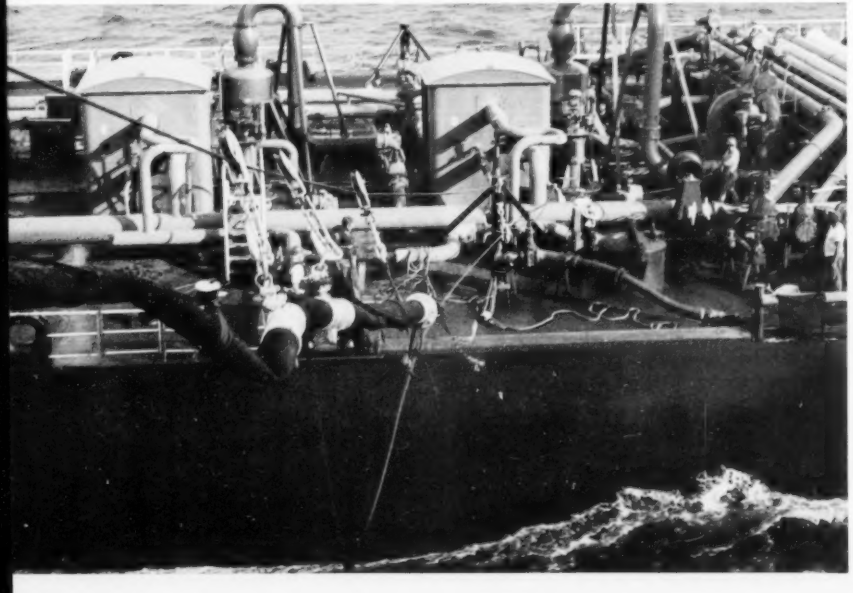
Another unrep by a chartered commercial tanker in the Pacific is planned in the near future, and two more unreps by MSC-owned tankers currently are scheduled in the Atlantic.

In a report to Chief of Naval Operations Adm. Elmo R. Zumwalt, Admiral Chase commended the Blue Ridge and said the successful Charger Log operation illustrated the "continuing responsiveness of the U.S. Merchant Marine."

An example of the effectiveness of the program is the fact that two more fleet oilers have been turned over by the Navy to Military Sealift Command for manning by Civil Service mariners.

The two ships, Passumpsic and Marias, now are undergoing overhauls to ready them for their fleet support role. Passumpsic is due to begin operating with the Seventh Fleet in the Western Pacific around January, 1974 and Marias will sail to join the Sixth Fleet in the Mediterranean the following March.

Use of both merchant and MSC-manned, ex-Navy ships to support and supply Navy fleet ships has been enthusiastically supported by Admiral Zumwalt and by Assistant Secretary of Commerce for Maritime Affairs, Robert J. Blackwell. Success of a substantial number of refuelings—and at least one vertical replenishment involving a Navy stores ship and a commercial barge carrier—clearly indicate that the Charger Log program is an effective means of integrating resources of both the U.S. Navy and the merchant marine. □

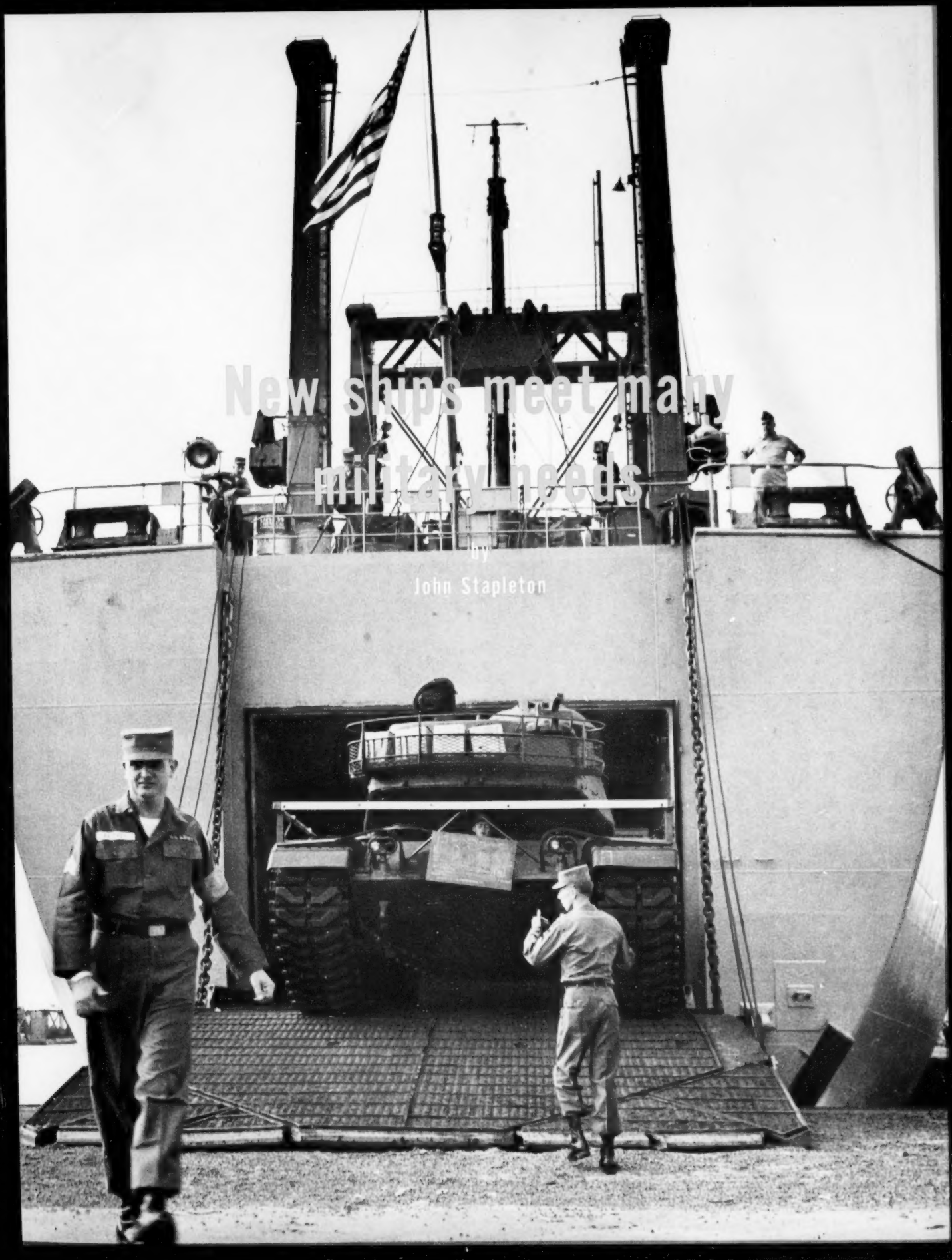


MANEUVERING: Falcon Princess moves into position to transfer fuel to the USS Blue Ridge.

New ships meet many military needs

by

John Stapleton



A disturbing fact of life for today's logistics planner is that the ability of the U.S. maritime fleet to deploy and resupply oversea forces in contingencies has been diminishing at an alarming rate. The problem is a result of replacing conventional break-bulk ships with large specialized ships. These replacement ships, which are designed for specific cargoes and trade routes, lack much of the cargo-handling flexibility required for military use in contingency situations.

Concern over this problem is not new in the Department of Defense. In 1967 action was initiated under the auspices of Military Sealift Command. The command sponsored a joint service group to develop and design a ship that could meet military contingency requirements and yet provide usuable dry cargo capacity to the merchant fleet in peacetime. Result was a design of a multi-purpose ship. Navy embarked on a program to acquire the ship with approval of the Department of Defense.

Initial proposal was that a fleet of 10 ships be built using the concept of "build and charter." Although this method of acquisition has other ramifications, its principal feature is that commercial firms build and own the ships. Profits from charter of the ships to Navy accrue to the private sector of the economy.

Unfortunately, an unfavorable financial investment situation existed in 1968. In addition, some govermental and commercial interests opposed the idea. Some commercial interests feared, despite the "build and charter" arrangements, that great amount of government cargo would be diverted from other privately owned and operated merchant ships. To add to the controversy that developed around the multi-purpose ship, a further argument surfaced concerning its alleged lack of tangible commercial application. Due to these and other claims, and the unfavorable financial environment, Department of Defense was never successful in its pursuit of the 1968 goal of acquiring a suitable number of these ships to help meet the nation's strategic mobility requirements.

In the meantime, the merchant marine continued to evolve into a force of primarily non-self-sustaining container ships—ships that do not have an on-board loading and off-loading capability. Such a fleet represents this country well on the world trade scene, but has relatively limited value in the critical early stages of a military contingency. In an emergency the numerous vehicles and aircraft required by Army and Marine Corps forces can not be unloaded by non-self-sustaining container ships.

In an effort to at least partially overcome the void between merchant marine capabilities and strategic mobility requirements, the Military Sealift Command and the military services have sought to adapt existing commercial ship designs to military requirements without incurring excessive costs in adapting or altering the basic designs to such an extent that the ships' ultimate commercial value would be limited.

Several commercial vessel designs having a viable sealift capability are being considered. The services are especially interested in what they call multi-mission ships. These are ships of existing design which can meet many of the diverse needs of the military.

Indications are that this approach to a modernization program will not encounter the opposition that acquisition of the multi-purpose ships did.

To date designs for two ships now active in the merchant marine have been identified as being capable of meeting many of the requirements associated with deployment and support of military forces in contingency situations.

Both are essentially barge carriers with, to varying degrees, container capability. Because of their large size, these ships have a potential for transport of military cargo. However, this same size seriously mitigates their use in many areas of the world where future threats might exist. In addition, the ships do not provide a truly self-sustaining deployment capability because they need shore facilities to load and discharge cargo laden barges.

Despite years of frustration that have marked efforts to insure a capability to deploy and supply U.S. defense forces, developments indicate the military sealift picture may be brightening. The evolution of the merchant marine from a versatile breakbulk fleet into a predominantly specialized fleet of highly productive but inflexible ships was based on commercial considerations that did not allow time for full consideration of all the salient factors.

In effect, ship owners, financial institutions, and Government agencies involved in development and procurement of the new ships were forced to gamble on many economic variables, including the basic consideration of supply and demand. In most instances these ventures should prove to be long-term winners. But, recent events in the shipping world indicate that some hedging is required—and is presently taking place.

Over-capacity of containers and container ships on some major trade routes either currently exists or is reported to be developing. The impact of the new barge ships on container trade, and the profitability of these news systems has yet to be fully determined.

But, one point has become more clear. In the course of the long leadtime required to construct new container ships and barge carriers, significant advances have been made in one type of ship that does have significant military and commercial capability. Due to new developments in both ship design and modernization of material handling equipment, the roll-on, roll-off ship has reappeared as a major element of the future merchant marine. Until recent years RO-ROs were considered too inflexible and use of their cubic capacity too limited for general commercial application. They also required extensive shoreside facilities to support them. □

Frequent comments about the container revolution may be even more appropriate to changes occurring in RO-RO ship design and employment of the vessels. The new roll-on, roll-off ships are, in effect, a third generation of that unique design.

Ability of these ships has been expanded so that they can accommodate more than vehicles and chassis-mounted vans. All cargo, including that in 40-foot containers, that can be driven or carried aboard by modern materials handling equipment can be considered RO-RO cargo. The majority of those items required for contingency deployment of military forces now can be delivered by such ships.

Development of the full potential of these RO-RO ships requires extensive testing and evaluation by the military services. But, the ship's design statistics give significant insight into its military potential. The new RO-RO ships will be 650 feet long and have a beam of 100 feet, dimensions almost identical to those of the multi-purpose ship.

The RO-RO ship will be capable of handling all types of dry cargo, whether it is vehicles or palletized or containerized cargo. The ship will accommodate all but the largest helicopters below decks in its large, garage-like parking areas. The self-supporting stern ramp of the RO-RO allows discharge, without ancillary equipment, on all but the most primitive of pier facilities.

Side-ports and modest cargo gear (30-ton capacity) provide alternative means of loading and discharge. Except for the heavy-lift capability of the multi-purpose ship, the ships will equal or exceed military capability recommended by the 1968 military study group.

Similarity between the two designs is marked, but readily explained. In 1967 the Military Sealift Command wanted a ship suitable in size to enter and berth in a majority of the world's ports, yet capable of carrying a wide variety of cargo on a self-sustaining basis. In 1972, some U.S. shipping interests, with Maritime Administration concurrence, determined that an identical requirement was developing in the merchant marine.

Limitations in ship size and cargo capabilities characteristic of the majority of modern vessels forced selection of a RO-RO design to meet specific trade route requirements. Consequently, a basic design developed to meet military deployment needs in 1968, buttressed by developments of an advancing marine technology, was adaptable to the commercial needs of the 1970s.

When can we expect to see this multi-mission ship with its important commercial and military potential? Actually, ships of the kind described already are in service under several foreign flags. They ply the trade routes from Australia to the west coast of Canada and the United States and have firmly established commercial viability of the design in transocean shipping.

Three new Swedish-built RO-RO ships are profitably carrying general cargo that ranges from 40-foot containers to palletized canned goods, from heavy construction equipment to automobiles and aircraft. With on-board materials handling equipment the ships are entirely self-sustaining and do not require shoreside facilities to load or discharge their diverse cargo. To the delight of the military planner the commercial success of these ships stems from their ability to transport precisely the type of cargo that would be required to support military contingencies.

The success of the Australia-based ships has been recognized both in the United States and abroad. As early as two years ago, with 16 ships costing $660 million then being built under Government subsidy, three were roll-on, roll-off ships. All were of new design. And a fourth has been ordered since, with others being considered.

Due to Government subsidy, construction required Maritime Administration approval. The choice of the new RO-RO ships is significant to the nation's defense effort. It represents the first major departure from the dominant position of the container and barge ships in merchant marine modernization efforts. The RO-RO ships add dimension to the nation's merchant fleet in that they are entirely new to the inventory. Their modest size and flexibility greatly increase military potential of the merchant fleet. They also present the Military Sealift Command with an additional option in its multi-mission ship program which places heavy reliance on use of existing ships.

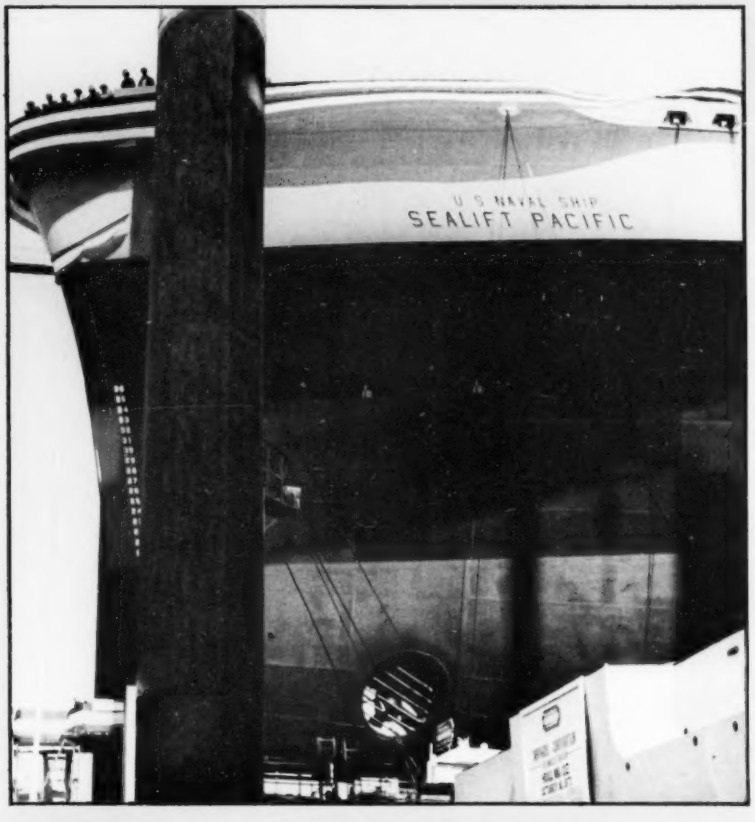
Despite their capabilties, the new ships fail to duplicate the multi-purpose ship in two significant areas. Unlike the multi-purpose ships, they will not be able to deploy large helicopters in a fly-away condition, and are not self-sustaining for offloading of landing craft—two very important deployment considerations.

But, since there is no perfect substitute for the multi-purpose ship, enthusiasm for new ship designs must be tempered by that consideration.

The new RO-RO ships represent a major step in the direction of a multi-purpose ship. They will provide new capabilities to both their commercial owners and potential military customers. These ships justify Defense Department's 1968 efforts to develop a flexible multi-purpose vessel which can supplement current capabilities of the American merchant marine.

As ship design technology continues to progress, it is reasonable to anticipate that the roll-on, roll-off ship may, in the future, incorporate many features and have such flexibility that it will be able to fill all of the rquirements which caused Defense to design a ship specifically to meet national security needs. □

John R. Stapleton is a transportation specialist in the Directorate of Army Transportation. He is a graduate of Florida Southern College and has a master's degree in Business Administration from Syracuse University.



BOW THRUSTERS: To help manuevering when docking, the new tankers have bow thrusters on both sides of the bow.

NEXT: Sealift Arabian Sea, rising in the background, is next to be launched. She is under construction in the berth next to where Sealift Pacific was launched.

SPEAKER: Arthur I. Mendolia, Assistant Secretary of Defense for Installations and Logistics, was the principal speaker at the christening.

MILITARY SEALIFT COMMAND
DEPARTMENT OF THE NAVY
WASHINGTON, D.C. 20390

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
DEPARTMENT OF THE NAVY
DOD-316

U.S. MAIL

☆U.S. GOVERNMENT PRINTING OFFICE: 1973—542-335/5